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NEWS OF THE FAR EAST
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**HONGKONG WEEKLY
PRESS.**
with which is incorporated the
SOUTH CHINA NEWS, KOWLOON
NEWS, and the HONGKONG
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Hongkong Daily Press.

ESTABLISHED 1857

THE
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FOR 1908.
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No. 15,732. 號二十三十七千五萬一第 日四廿月八年四十三緒光 HONGKONG, SATURDAY, SEPTEMBER 19th, 1908. 大英一千九百零八年九月十九號 號九十九月八年四十三緒光 HONGKONG, SATURDAY, SEPTEMBER 19th, 1908. 大英一千九百零八年九月十九號 號九十九月八年四十三緒光

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12.45 p.m. to 1.15 p.m. ... Every 15 minutes.

1.15 p.m. to 1.45 p.m. ... Every 15 minutes.

1.45 p.m. to 2.15 p.m. ... Every 15 minutes.

2.15 p.m. to 3.00 p.m. ... Every 15 minutes.

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12.00 p.m. to 1.00 p.m. ... Every 15 minutes.

1.00 p.m. to 5.00 p.m. ... Every 15 minutes.

5.00 p.m. to 8.00 p.m. ... Every 15 minutes.

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Hongkong, 4th December, 1907.

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Hongkong, 5th September, 1908.

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Hongkong, 17th September, 1908.

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Only communications relating to the news column should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
No anonymous communications should be inserted.
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BIRTHS.
On September 17th, at the Shanghai General Hospital, Rudolf Doos, aged 25 years. [1914]
On September 9, at Shanghai to Mr. and Mrs. A. FARRIDGE, a son.
On September 9, at Alderbury Edge, the wife of W. N. SYMONDS, barrister-at-law, Bunkow, of a son.
BIRTH.
At Yokohama, on the 9th inst., WALTER TUCKER, aged 42 years.
On September 10, at Peking, of typhoid fever, MAMA ENGELBRECHT, wife of C. ENGELBRECHT, of Tientsin.

HONGKONG OFFICE: 10A, DES VOGES ROAD U LONDON OFFICE: 181, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 10TH, 1908.

The action of the French Vice-Consul at Canton in releasing a number of alleged pirates arrested by Chinese officers on the *Paul Beau*, under the circumstances reported by our Canton Correspondent yesterday, for several reasons, and not unnaturally the affair has evoked much indignation not only among the Chinese officials of Canton but among people of all nationalities who are interested in the efforts which are being made to suppress piracy in the Canton Delta. Briefly the circumstances as reported by our correspondent were that the Canton authorities received telegraphic information from Hongkong that a gang of pirates was proceeding to Canton by the *Paul Beau*. Instructions were accordingly given to the Superintendent of the Shamen Guard to have the alleged pirates arrested. The captain who was ordered to effect the arrests interviewed the French Consul who gave him a letter addressed to the captain of the *Paul Beau*. When the vessel arrived, the Shamen Guard boarded the vessel and arrested seven or eight alleged pirates who were travelling as

passengers. It was not until after the arrests had been effected that the Captain of the steamer read the Consul's letter and he then learnt that the Consul's instructions were not to permit the Chinese officer and his soldiers to arrest the pirates on board the steamer, but they could arrest them as soon as they got into sampans to go ashore. The Captain of the steamer immediately informed the Chinese officer of the contents of the Consul's letter and refused to permit him to take the prisoners away. At the same time he wrote a letter informing the Consul as to what had already occurred. The Vice-Consul went on board the *Paul Beau* and the Chinese officer and his braves had to leave the vessel at once, and he ordered the prisoners to be released. Some of the pirates, it is stated, returned to Hongkong by the same vessel, while others escaped ashore.

We can quite understand the disappointment and indignation of the Chinese officials. For years the Foreign Powers have been complaining of the inability of the Chinese Government to protect commerce from piracy in the Canton Delta, and as a consequence of this ineptitude a flotilla of British gunboats patrolled the waters last year for two months, until the Chinese had organised a proper patrol of their own. It is admitted that the Chinese authorities have since been exerting themselves to suppress piracy as they have never exerted themselves before, and it must be grievously disappointing to them to learn of the escape of a reputed gang of pirates through the active help of a French Consul official. The Chinese authorities had clearly recognised their dependence on the help of the French Consulate in the matter, and might reasonably have expected a ready disposition to co-operate. From the legal point of view, the Consul was well within his rights in declining to allow the men to be arrested on a French ship, especially as the authorities were admittedly acting only on telegraphic information, which might conceivably have turned out to be misleading. But when the Captain of the Shamen Guard went to see the Consul, he should have been given to clearly understand the limits of the Consul's willingness to co-operate. Instead, he was allowed to leave the Consulate under the impression that he had the necessary authority to make the arrest on the ship, and that being so, the Consul must share the responsibility for the subsequent misunderstanding.

One other point is to be noted as it indicates how a satisfactory way out of the difficulty might have been found. In the interval which elapsed after the Captain had read the Consul's letter until the arrival of the Vice-Consul himself, the men must be considered to have been in the custody of the Captain, and it is much to be regretted that the Consul did not pardon the misunderstanding on the part of the Shamen police officer, and co-operate with him to the extent of having the alleged desperadoes conducted off the ship and released where the police could have re-arrested them entirely on their own responsibility. Or, relying on the *bona fides* of the Chinese authorities, and having in mind the history of the effort to suppress piracy, the Consul might have accepted responsibility for the arrests, and, by being represented at the trial of the men, assured himself that his assistance had not been abused. We may assume that the information which reached the Chinese authorities came from one of the detective officers who are constantly on the trail of these brigands. Notwithstanding all the efforts which are being made by the Chinese authorities to suppress piracy afloat, and brigandage and kidnapping ashore, the authorities are aware that these atrocities are still of daily occurrence in the vicinity of Canton, and it is, we repeat, much to be regretted that through the action of a foreign Consul a gang who had been tracked has been given another opportunity of resuming their nefarious occupation of preying in the worst possible form on Society. Clearly no intentional violation of foreign jurisdiction was committed, and in the circumstances the Consul might well have "stretched a point" in the interests of law and order, and the benefit of foreigners and Chinese alike.

Yesterday was the anniversary of the great typhoon of 1906.

The French Mail of the 13th August was delivered in London on the 17th inst.

The Criminal Sessions open on Monday. Three cases are set down in the calendar.
While working coal on the s.s. "Claverham" on Thursday, a sculler fell down the hold and was killed.

An interesting sketch of the experiences of the Jardine Stable is reproduced on page 9 from the *Baiting World*.

Dr. Wilder, Consul-General for the United States, returned to Hongkong yesterday from a most agreeable holiday in the Philippines.

Telephone communication with Kowloon was interrupted for 8 hours yesterday morning owing to an underground cable in Kowloon having been exposed and cut by some person unknown.

We are informed by the American Consulate General, that telegraphic warning was yesterday afternoon received from the Manila Observatory as follows: "Cyclone or typhoon developing E. of the Visayas Islands."

The Colonial Office informs us that the Venice Sanitary Convention regulations imposed against arrivals from Hongkong at Madras have been withdrawn; also restrictions against arrivals from Hongkong at Barmah have been removed.

Mrs. Grace R. Mitchell, wife of Mr. G. E. Mitchell, dentist, of Manila, died at the San Lazaro Hospital last Monday of Asiatic cholera. Mrs. Mitchell is the second American cholera victim within a week. The third, J. J. Robins, a stenographer of the police department, was lying in the hospital in a critical condition when the last mail left.

Cholera has caused a stir in army circles, says a Manila paper, causing the death of an enlisted man in the 26th Infantry and a delay of three days in the departure of the transport "Sheridan" for the United States. The "Sheridan" is now in quarantine at Mariveles because Frank Gilbert, a former soldier, developed cholera on his way down the bay and was removed from the ship as soon as she arrived at Mariveles. Private Christian, Company 1, 26th Infantry, died at the division hospital on Monday evening, having been removed to that place from the Cuartel de Espana where he was seized with the disease after spending the better part of the day in Paoay and the surrounding country.

ANOTHER SUICIDE.

Another Chinese woman residing at Centre Street, West Point, ended her life by taking opium on Thursday. Deceased's husband, who is a herbalist, on returning home for his mid-day meal on the day mentioned, found his wife lying on the bed. When he spoke to her she told him not to bother her, as she wanted to sleep. The husband then sat down to his meal, and on entering his wife's room a quarter of an hour afterwards, found her unconscious. He sent to the Tung Wah Hospital for a doctor, and when the medical man arrived he ordered the removal of the woman to hospital. Shortly after arrival there she died, and her body was removed to the mortuary.

LOCAL SPORT.

HONGKONG CRICKET CLUB.

The following teams will meet in a match on the Club's ground this afternoon, commencing at 2 p.m.:

MR. W. HANCOCK'S TEAM.	MR. T. E. PEARCE'S TEAM.
Mr. R. Hancock, (Capt.)	Mr. T. E. Pearce (Capt.)
Mr. A. E. Lanning,	Mr. A. A. Claxton,
Mr. Houghton, 10th Mal.	Mr. R. Hancock,
Mr. B. E. O. Bird,	Capt. Gamett, R.A.
Mr. W. Edwards,	Mr. E. W. Day,
Mr. W. O. D. Turner,	Mr. E. C. Reed,
Mr. R. O. Hinchey,	Capt. Gooding, 3rd Mid.
Mr. A. W. J. Peake,	Mr. E. A. Fowler,
Mr. H. R. Makin,	Mr. H. L. Manderson,
Mr. G. R. Home, 3rd Mid.	Mr. L. C. Larnor, R.A.
Mr. R. S. Luby, R.A.	Mr. E. W. Wickham,
Capt. H. M. Beasley, R.A.	Mr. E. H. Hinds,
	Mr. C. E. Shields,

C.C.C. V. C.C.C.

The Civil Service Cricket Club and the Orange-grove Cricket Club will play a cricket match to-day at 2.30 p.m. on the former Club's ground.

LAWN BOWLS.

POLICE V. COSMOPOLITAN DOCK.

The return match between the Police and Cosmopolitan Dock representatives takes place on the Police Recreation Ground at Happy Valley this afternoon. The players in the different ranks are:

POLICE.
1. Cameron (skip), Ogg, Kent and Hanson.
2. Robertson (skip), McHardy, Bell and G. Watt.
3. Ritchie (skip), J. Watt, Glendinning and Fox.
4. Withers (skip), Pitt, Langley and Stewart.

COSMOPOLITAN DOCK.
1. J. Ramsay (skip), Harrow, Haxton and F. N. Neves.
2. Nicholson (skip), Hardwick, Hunter and Macdonald.
3. R. F. Neves (skip), A. M. Neves, Dickson and Robertson.
4. Fisher (skip), McIntyre, Perry and Russell.

THE POLICE SHIELD.
The teams entered in the Police Shield Competition, which starts on Monday, are: Withers (skip), Kent, G. Watt and Murphy. Robertson (skip), Glendinning, Bell and M. O'Sullivan.
Cameron (skip), Dawson, Wilson and Baker. McHardy (skip), Langley, Quinn and Hill. Ritchie (skip), Ogg, Fox and Stewart. Watt (skip), Pitt, Hanson and Parr.

GOLF.

The monthly competition for the Saunders Farewell Cup, held at Happy Valley between September 12th, and September 14th. The following cards were returned:

H. P. Walker	21	all down
D. Davidson	20	3 down
F. B. Deacon	19	4 down
E. P. Mackay	18	5 down
	28	entries.
	1	card disqualified.
		POOL.
M. A. Murray	2	2 up
C. E. H. Beavis	2	1 down
	5	entries.
		Winner of Cup.
		Winner of Pool.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

ALLEGED MUTINY.

LONDON, September 18th.
The Admiralty intimate that they have no official information regarding a mutiny alleged to have broken out on a British cruiser at Gibraltar.

A LITTERATEUR'S DEATH.

LONDON, September 18th.
Professor John Churton Collins, well known author, essayist and lecturer, who has been professor of English literature at Birmingham since 1904, has met an accidental death.

THE POWERS AND MOROCCO.

LONDON, September 18th.
It is reported that the Powers are in agreement over Morocco.

AEROPLANE DISASTER.

LONDON, September 18th.
Orville Wright has been injured and Lieutenant Selfbridge killed by the wrecking of the aeroplane with which the aviators were experimenting in France.

[REUTERS SERVICE.]

THE GLASGOW UNEMPLOYED.

LONDON, September 16th.
At a meeting of Glasgow citizens presided over by the Lord Provost a relief fund for the unemployed was opened, £3,600 Sterling being immediately subscribed.

LOTTERIES IN ENGLAND.

LONDON, September 16th.
The Parliamentary Committee on Lotteries recommends that it be made illegal for newspapers to charge entrance fees for their competitions.

[FROM THE "MANILA CABLENEWS"]
PRESIDENT ROOSEVELT AND MR. TAT'S CANDIDATURE.

Washington, September 14.
President Roosevelt has written an enthusiastic open letter in which he appeals to the labour element to support William H. Taft for the Presidency. He says that it is his belief that Taft's election is vital to the workingman on account of the recent financial panic and the existing hard times.

He writes to prove that Taft is the real friend of labour, and that to follow Bryan or the Independence party would be to harm the workers of brass and clay. He shows by statistics that in the past the Republican party has been the raiser of wages and the factory opener.

The Independence party, through the Hearst newspaper, presents Roosevelt's plan and points to Higon and Graves as the only real adherents to a labour platform. The Independence party, especially in New England and in New York is making strenuous efforts to gain a hearing. It looks as if Hearst's plan was not to make his strength in the other parts of the United States but to concentrate in the east, and prove there his right to consideration by the other parties.

THE MAINE ELECTION.

Washington, September 15.
The elections in the State of Maine yesterday resulted in a victory for the Republicans by a majority of 7,700. In the last Presidential election Maine gave the Republicans a majority of 36,781.

TROOPS TO BE WITHDRAWN FROM CUBA.

Washington, September 15.
The announcement has been made that troops will be withdrawn from Cuba in August Day, January 23. The elections will take place November 14 and the officers elected will be inaugurated January 28.

AN EXPLORER'S SUPPLIES.

Dr. Jean Charcot, the well-known explorer and scientist, left Havre last month on board the "Pourquoi Pas?" (Why Not?) for the South Polar regions. This is Dr. Charcot's second Antarctic expedition, and it is noteworthy that he left on the anniversary of the day on which he started on his first expedition.

The "Pourquoi Pas?" is a three-masted sailing vessel, with an auxiliary engine of 500 h.p., and has a speed of about eight knots. Dr. Charcot is accompanied by a scientific staff of eight and a crew of twenty-two men.

The expedition is expected to last two years, and large stores of food have been laid in, of which the following are a few items:—
12 tons preserved meat.
22,000 bottles of wine.
5 tons of dehydrated vegetables.
6 tons of flour.
12 tons of dried fruit.
12 tons of chocolate and jam.

Among other things which the "Pourquoi Pas?" carries are several motor sledges, a large number of books, and a phonograph.

The expedition will head for a part of the Antarctic continent south of Cape Horn, and will attempt to make its way along the coast as far as possible.

NOTES—MUSICAL AND OTHERWISE.

[By an Occasional Contributor.]

WANTED AMUSEMENTS.

Why is it that someone will not show enterprise and help this community to enjoy itself during the hot weather? Night after night, those who dwell on Peak have no amusement, unless they be slaves of the bridge, other than looking down on the dark green-watered harbour, or making conversation. In the town we have to fly to Kowloon to find recreation, albeit we have a Recreation Club in our midst. The Kowloon Cricket Club took us over once, and I believe will give us another evening's music. The frequent musical evenings at the Kowloon Hotel have afforded many people an enjoyable couple of hours; while the officers and their friends have on every other Monday evening the 13th Rajput Band to discuss programmes, which are invariably interesting, up at the Club on the hill. But still, why should we have to go across the water to obtain music or singing?

Think of the hundreds who would welcome an out-door show during the hot weather. I feel sure that the business end of a theatre is not the inside only. Where is the hotel which will convert its roof to a good and useful, and business-like use? The early opening of an open air theatre need not mean a wild rush based on aesthetic or philanthropic motives. The Kowloon Cricket Club concert proved that. Give a good programme, a musical menu of numbers attractive in their entirety to all and answered for by capable artists, and we should find big houses every time. Art could take the place of vulgarity, and music could be not only pleasant, but a healthy change from frosty bars, hot billiard rooms, or dull evenings chez nous would be permanently available for the people generally. A. I. I assert again, we have the material among us to attract.

Roof gardens are scoring in London, and now Montreal, and many cities too in the States are copying the lead of brisk New York. Can we not dig out a locale where we can sit in our cool evening kit, or sunbath, and listen to a band, or to some bright sing from Lionel Monckton's latest effort? Are our own splendid gardens to be thrown away for the benefit of perhaps ten amish, four out-of-work, and a few very few cognoscenti learned in nature rural or arboreal?

I have read, with deep feelings of esteem, of the offer of a generous gentleman to provide a large sum towards a Hongkong University. With what enthusiasm would be hailed a movement towards founding a real live source of healthy amusement for all—rich and poor alike—compelled to live out here in the Far East? The University is a nebulous matter indeed, and grand may be the results in the distant future—academic and moral, but would not Hongkong derive material and present advantages were some steps taken to give it surroundings other than now exist? We have a garden with no band, a theatre with no scenery and with no "props" worth mentioning, a concert hall with empty chairs; beautiful harvest moons and glorious evenings, but bleak and alas! no other than normal means of enjoying them.

Unlike other cities we have no opening of a fair during the cold weather comes. Can we not take time by the forelock? Should not the theatre belong to the municipality, stock it with an "interior" or two, with "borders," wood wings and "hogies" to match, and add a decent back cloth, together with a drop-scene. Elect a man cognisant with "the profession" as a paid secretary and resident manager, one who can be civil to all, know his business, and be found on the premises when wanted. Then the local A. D. C. will be in their proper place, and not be subjected to calls upon their undoubted good nature for the loan of stuff; local Societies will spring up, given a real theatre with "props," a decent staff of some shifters, and a white man in charge; amateur shows I fancy would not be conspicuous by their absence; local talent, amateur and professional, may then combine and Hongkong not continue to rely on visiting Musical Comedy Companies with leading ladies who might well be relegated to the chorus, and other principals—veritably "old men"—who made their initial bows behind the footling bits "when we were boys together."

I have seen musical comedies. We can rarely cast one here. Some one might even write a piece found Hongkong and its Peak. [N.B.—What a pretty basketful for a full moon scene: our harbour and the thousands of twinkling lights; the ferry boats, the dear old Tamar; "The Belle of the Praya." A sourette for the Belle with a contralto voice, instead of a very fair dame with a shrieking soprano. The naval officer who must be a barytone with breezy presence; the "military man who sings lustily, smokes cigarettes, and is in love with the Belle; a fat man for comic "buzz"; a cho rus composed of our many ladies who help in the cathedral; and a band under some one who knows his business, yet who can make allowances for a player not grasping his score at sight; one who can pick up dropped cues, and save "situations." The male chorus the Y.M.C.A. might well supply, for here we have a right smart body of young fellows who are no syncopants out of standing merit.

In fine, Shanghai may well laugh at us. We are like the lost barrier taken out with a pack of fox hounds. We have the taste for a "run riot" for want of proper handling. We have the men, the place, the opportunity; but need leaders with money to help us along. Why, even an Indian Cantonment is ahead of us in many respects, while a Hill

station! Oh, Lud! They have their season theatricals, bands and dances, with but a few scores to fall back on to pay or play. What a Winter advertisement for the town had we a weekly concert in the City Hall on a given afternoon, by the bands here, in rotation? What an extra attraction were tea sold, handled by pretty Japanese girls, in the absence of the Nip-white be-capped and be-cuffed British maids, seen on Band Days at Seabrook, Bournemouth or Eastbourne? And there is profit in tea! Can the town or, rather, the taxpayers, face the sum involved necessary to provide a Band in Winter—less the profits by the (possible) sale of tea, and 5 cents for every chair occupied in the City Hall? In Summer, a roof garden, or our Botanical Gardens, in the cool weather the City Hall. We have our material. Let it be hoped that some prominent citizen like Sir Paul Chater, or Mr. Mody, will magnanimously exclaim "So Mote it Be," and then call a meeting, and let the vox populi decide whether Hongkong be allowed to still wallow idly in the slough of want of energy.

"DOWN SOUTH."

CANTON.

[FROM OUR CORRESPONDENT]

September 17th.

THE RECENT FLOOD.
In order to obtain further funds for the relief of the people in the distressed districts I am informed that His Excellency Viceroy Chang has decided to issue a notification that on the 9th month the following percentages will be deducted from the salaries of all Civil and Military Officials and Government Servants in the Kwong Tung Province and be placed in the relief fund, viz:—10 per cent to be deducted from those who are receiving salaries of \$50 and under per month, and 20 per cent from those receiving over \$50 per month.

OFFICIAL MATTERS.
The Minister of the Board of War at Peking has requested the Commissioner of Customs here to furnish the Board with full particulars of the Harbour Regulations applying to merchantmen and men-of-war of all nationalities and also the International Laws regarding navigation, collisions &c. of these vessels on the high seas in times of peace and war. [That would be rather a big undertaking for the Commissioner—Ed.]

The Viceroy has received a dispatch from the Board of War requesting him to repair all the forts built in modern style and to pull down and rebuild all the old forts in the Kwangtung Province.

It is reported in the local Press that Prime Minister Chang Kai Tung has proposed a new law prohibiting the marriage of Chinese under 24 years of age.

MAJESTY AND MISSIONARY CONVERTS.
Ng Kai Wah, a Roman Catholic, recently instituted an action against Tang Chuen, a native at the Nam Eoi magistracy claiming for the recovery of money due to him by the Defendant for goods sold and delivered.

Ng Kai Wah, prior to filing his petition, requested a Catholic missionary to communicate with the magistrate explaining the facts of the case, mentioning that Ng is a Roman Catholic convert, and requesting the magistrate to recover the debt.

The Magistrate on receipt of Ng's petition replied as follows:—"Both the ancient and the present law says debts must be paid by all people. If Tang Chuen Kwan purchased pearls from you and has not paid for them, you can institute an action against him in this magistracy for the recovery of the debt. This matter does not concern the missionaries. Why should you request a missionary to write to me on your behalf to recover the debt? This is a plain case in which you deliberately relied upon the support of the Church to press your claim. Is this how you conduct yourself? However, I will give instructions to the yamen runners to summon Tang Chuen Wah to appear before this Court for trial, and will order him to pay the debt should judgment be given against him. You must in future bear in mind, in either Civil or Criminal actions, that matters not at all whether litigants are Christians or non-Christians. Justice alone is the determining factor in all cases brought to Court."

In this case you had the audacity to style yourself a Roman Catholic convert. This is improper. It carries no weight in the matter and cannot influence the Court in any way whatever. My decision will be given on the merits of the case."

A DARING ROBBERY.
A daring robbery took place at Lo Pak Hong in broad daylight yesterday. It appears that a plucky robber who dressed himself like a mandarin engaged a chair with four chair bearers and rode straight into a wealthy Chinaman's house in the above-named street at 11 a.m. on the pretext of paying an official call.

When he got into the house he paid the chair coolies and dismissed them. After they had left he bolted the main door of the house, terrorized the inmates of the place by brandishing two revolvers, drove them all into a back room and locked them up. He then ransacked the house and took away with him jewellery and other valuables worth about \$3,000.

LATEST STEAMER MOVEMENTS.

The British str. *Oriel* left Moji on the 17th inst. and is due to arrive here on or about the 22nd inst.
The French str. *Auxiliary* left Hongkong for this port via the Straits on the 12th inst., and may be expected here on or about 28th inst.
The str. *Yokohama Maru* (Australian line) left Thursday Island for this port via Manila on the 17th inst., and is expected here on the 23rd inst.
The C.P.R. str. *Lemnos* arrived Nagasaki at 4 p.m. on Thursday, the 17th inst., and left again at 9 p.m. same day for Kobe, where she is due to arrive at noon to-day.

BEFORE SIR FRANCIS PIGGOTT (CHIEF JUSTICE).

prised in the particulars, totalling with new subsequently made to nearly one and a half millions, but unfortunately his story could hold water. A considerable amount of money received on those bills could not have gone to the Wang Fung, but must have been used to meet the series of bills which fell due every month previously, if his story was a

plaintiff.

IN SUMMARY JURISDICTION.

BEFORE MR. H. H. J. GOMPER
(ACTING PUJIANE JUDGE).

THE CUSTOM OF THE PORT.

His Lordship delivered judgment

1 am clear that no payment is necessary. The property then being in the p has he further the right to possession? not that right if the goods were subject for defendants' charges; and I come thus main point at issue: Were defendants to insist on payment of their charges giving a delivery order? Now the c

plaintiff
He has
a lien
to the
entitled
before
contract

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GAMBLING IN SHIPS.

THE MODERN "WRECKER".
OWNERS' COMPLAINTS.

The coffin-ship—the passworthy craft sent out to insured destruction for the profit of her well-insured owners—no longer disgraces the annals of the British Mercantile Marine. That staid old vessel, like the wreck of a still earlier age, who, by the exhibition of misleading coast lights, lured many a gallant vessel to destruction. But ships are still deliberately got rid of. There are conditions obtaining in the marine insurance world to-day which positively invite it. Persons who have not a single penny at stake either in ship or cargo may make, and do make, thousands of pounds by the loss of a vessel which they have possibly never seen. Their only concern in the ship is that she shall go to the bottom as speedily as possible, so that their insurance premiums shall yield a quick and handsome return. Such speculation naturally opens the door to all sorts of fraud and rascality.

CARDIFF'S PROTEST.
At a recent meeting the Cardiff Shipowners' Association unanimously passed the following resolution:

That this association strongly deprecates the gambling that is taking place in P.P.I. policies, whereby insurers gamble in vessels in which they have no interest, to the detriment of ship-owners and other legitimate insurers, and trusts that the Board of Trade will devise some means to counteract this evil.

Widely enough, the Cardiff Shipowners' Association do not set themselves up as a court of morals. Speaker it is true, referred to these gamblers in ships as "wreckers" the significant name by which they have come to be known in the South Wales port. But the matter was approached from a strictly business standpoint, and stress was laid on the fact that the insurance of ships by people who have no interest in them is financially prejudicial to those who have. An immediate result is to penalise the owner. When he goes to renew his insurance he is informed that P.P.I. (policy proof of interest) policies have been taken out on his ship, and that he can only insure her at rates which are correspondingly high. These high rates have been fixed by the underwriters with the knowledge that they are dealing with speculators—people supposed to be "in the know," and to have reason to believe that the ship is not all that she ought to be. It sometimes happens that, where a set of speculators make a plunge on a ship belonging to a particular owner, the insurance rates will be put up on all his ships, presumably on the possibility that something "sleazy" is in contemplation by somebody or other. Thus the perfectly innocent shipowner, the legitimate insurer, is fleeced because there are people who hope to see one of his ships a total loss.

"SPOTTING A LOSS."
To come to the moral aspects and consequences of these speculative insurances, it is well to inquire as to the character of the policy itself. "Policy proof of interest" means, as the words suggest, that no questions are asked. The assured is assumed to have an interest in the ship, whether he has it or not. The law says that an insurable interest is essential to the bargain. Therefore the underwriter might repudiate liability on one of these speculative insurances if no interest existed. But he never does. These are "honour" policies, as the phrase goes, though they are rooted in dishonesty, and they are always paid.

It is not to be denied that P.P.I. policies are frequently used for perfectly legitimate purposes. A cargo goes up in value during the voyage. The appreciation is, obviously a fair subject for additional insurance. The simplest way is to take out a P.P.I. policy. Here, though no proof of interest is demanded, the transaction is probably a perfectly proper one. The cargo-owner would lose if the ship went down. But the gambler only loses if the ship does not go down.

DOCKS AS "PADDOCKS."
Before Parliament rose for the autumn recess, Mr. Maclean drew attention to the case of the steamship Albion, a vessel lost off the Spanish coast on May 2 of this year, and whose fate must have been hailed with screams of delight by speculators who had put their money on her. Let it be said at once that the Court of Inquiry which sat at Westminster last month acquitted the master and officers of the Albion of all blame. Nobody, of course, would suggest that a ship which is the subject of speculative insurances can, any more than a ship not similarly circumstanced, avoid the ordinary dangers of service. The point about the case of the Albion was the number of speculative policies effected on her.

When the Court of Inquiry into the loss of the Albion was proceeding, counsel drew an amusing picture. "It was perfectly clear, he remarked, 'that a large portion of the population of Cardiff, when tired of their ordinary business, proceeded to the docks, and there as if in a paddock, viewed various ships, and, having made their selection, backed them with an insurance company. They became the excitement of studying the casualty list, and watching for a winner with delicious joy.' It is not an inapt simile. The dock has unquestionably come to possess for certain classes of people an interest which the paddock fails to excite. The quantum of delicious joy resulting from the loss of the Albion could not have been inconsiderable, for the Court found that persons having no insurable interest in the ship had netted by her loss a total of £12,000 in amount varying from £100 to £3,400. This is what was thought about it.

The Court desires to express its strong disapprobation of P.P.I. insurances by persons who have no insurable interest in the vessel insured, as such insurances tend to raise the premiums to be paid by ordinary interested insurers, and also to throw suspicion on owners, captains, and officers on the ground of the vessel being over-insured. They are merely speculative gambles, and should be prohibited by legislation.

SOME OF THE SPECULATORS.
The distribution of this £12,000 is interesting. A Cardiff chemist, who found that it was much better to watch the shipping newspapers than to go on making up pills and potions, stood to win £2,000 by the loss of the Albion. A stevedore, who confessed that this was the second time he had "spotted a loss," was also richer by £2,000. A clerk who had something to do with the ship's pilot had got £3,200 "on her" for all the world as if he had been dealing with a "bookie" in references to a horse. But in this case the policies had been taken out in various names, which is a recognised detail in the plan of campaign. In this case there was a reason for it. The speculator did not want his employers to become aware that he was "going it too heavily." It is possible to run up and down the list finding names after names of people who had not a single penny at stake in the Albion, apart from the amount of the gambling premiums which they had paid.

Nor is the case exceptional. The mind goes back to the loss of the Fifth of Forth, a steamship, which foundered in the Mediterranean in July 1903. In this instance, her master's navigation was declared at fault, and a Court of Inquiry suspended his certificate for a whole

year. Here a solicitor in the little Irish township of Ballymerry, who had nothing to do with ships or shipping, confessed himself a confirmed gambler in insurances, and acknowledged that by the loss of the Fifth of Forth he was the richer by £3,000. He happened somehow to be the cousin of her master. Some unknown people, who had taken out P.P.I. policies on the vessel through Antwerp brokers, netted £3,700, and an individual at Newcastle-on-Tyne stood to win £20,000. As for the captain, he had insurances of £500 on stores, £225 on personal effects, and £500 on 200 cases of whisky taken out on the ship as a private speculation—total £1,225. Altogether, apart from the ordinary business insurances on the Fifth of Forth.

SEEMED TOO LITTLE TO LIVE.
ANOTHER MALACCA VICTIM'S LIFE SAVED BY DR. WILLIAMS' PINK PILLS.

"About 13 months ago I began to suffer from Malaria Fever," said Mr. M. Duker, an assistant at the Darian Daun Hospital, Malacca. "As time went on the attacks became worse and worse, until at last they were so bad as to confine me to bed for a week. My appetite was utterly failed. I was continually vomiting night and day, and could not drink even a glass of water. I had severe headaches, slept badly, and was very thin and pale. There were times when it seemed I could not live many hours longer, and more than once the Priest was sent for so that I might receive the last Rites of the Church."



before passing into the World beyond the Grave.

"I tried many medicines, but none of them did me any good until one day I was advised to try Dr. Williams' Pink Pills. I did so and soon felt great relief. I continued taking Dr. Williams' Pink Pills until the Fever had altogether gone. My appetite was restored, the vomiting and headaches had ceased—in short, until I was completely cured. It is now about nine and a half months ago since my wonderful cure by Dr. Williams' Pink Pills for Pale People. I am sure that my present good health is due entirely to them."

The action of Dr. Williams' Pink Pills for Pale People is direct on the blood; they make the blood rich, red, and good, and then the blood, in turn, drives the poisons which cause disease out of the system. Testimony proves that Dr. Williams' Pink Pills have cured almost countless cases of Anaemia (weak watery blood), Debility, Nervous Breakdowns, Early Decay, Indigestion, Liver Complaint, Malaria, Rheumatism, Paralysis, Beri-Beri, disorders of the skin such as Scabies, Scrofula, Pimples, Boils, and the after-effects of Fevers, Dysentery and Cholera. Women all over the world know how good they are for the general ailments of their sex, and men broken down by overwork, residence in unhealthy climates, or by other causes, are speedily restored by their use. Obtainable at most shops where medicines are sold, and from the Dr. Williams' Medicine Co., Singapore, who send 6 bottles for \$3 or 1 bottle for \$1.50, post free to any address.

CHURCH SERVICES.

St. John's Cathedral, Hongkong, 20th September, 14th Sunday after Trinity. Holy Communion (7.30 a.m.) Matins (11 a.m.) Full Choral, Responses, Psalms, Vespers, Te Deum, and the 20th morning (11); To Deum, Stand for B flat; Jubilate, Goodson; Anthem, "Blest are the Departed."—Spoken. Holy Communion (5 p.m.) Kyrie, Alma in F. Hymns 108 and 397. X. 2. Psalm 103 Verses 1, 12, 15, 21, 25 and 28 in unison. Psalm 103, Verses 1, 8, 17, 19, 21 and 22 in unison. Preacher—The Venerable Archdeacon Banister. Evensong (5.45 p.m.) Responses, Psalms, of the 20th evening (11) Magnificat, Camidge (12th morning). Nunc Dimittis, Woodward (14th evening). Hymns, 228, 230 and 29. St. Peter's Church, Queen's Road West—14th Sunday after Trinity. Morning Prayer 11 a.m.; Venite, Turner; Psalm, Hymns and Ouseley; Te Deum, Woodward; Hymns 1, 338, 329 and 230; Kyrie, Abba. Holy Communion 12.15. Evening Prayer 6.30. Gloria; Magnificat; Hymns Dimitis, Foster; Hymns 5, 55, 443, 419 and 609.

The Church launch, Day Spring, will call on ships carrying white crews, to bring friends ashore to the services, between 9.15 and 10.30 a.m., and between 5.15 and 6 p.m. (Kowloon Police Pier 6.30 and 6), returning afterwards. All the sittings are free and unappropriated. Visitors welcome. Books, 6d. provided.

Sunday School 10—10.45 a.m. 255, 35. Union Church, Kennedy Road, Preacher—Rev. A. Baxter. 11 a.m. Worship. Hymns 1, 176 and 202; Psalm 105 (1—9); Anthem, 6 p.m. Worship. Hymns 1, 150, 154 and 438, Psalm 137. At St. Andrew's Church, Kowloon, to-morrow the Holy Communion will be administered at the close of Evening Service. Morning Prayer and Sermon at 11 a.m. attended (weather permitting) by the church parade party of "Company, Middlesex Regiment. Evening Prayer and Sermon at 6 p.m. The Officers will be in aid of the Church Maintenance Fund which urgently needs generous help to discharge its present debt to the Treasury, and to meet forthcoming expenses.

St. Andrew's, Kowloon.—(Robinson Road, near St. John's Cathedral.)—Holy Communion 1st and 5th Sundays in month at noon; 2nd and 4th Sundays at 8 a.m.; 3rd Sundays at 7 p.m. Morning Prayer and Sermon at 11 a.m. Evening Prayer and Sermon at 6 p.m. Wednesday.—Shortened Evening Prayer with address, at 6 p.m.; Congregational Choir of Hymns, 60, at 6.45. "Hymnal Companion" used and provided. All seats are free after the commencement of Service. Appropriated sittings are reserved up to that time only. Churchings before or after any of the services, and Baptisms at special times, by appointment with the chaplain. The Church is open daily until sunset, and can be used for Prayer and Meditation.

JOINT STOCK SHARES.

Messrs. Vernon & Smyth say in their weekly share report, dated Hongkong 18th Sept. 1908.—The improved demand for investment purposes reported in our last, has continued throughout the past week, and the comparatively small amount of actual business transacted during the interval is still accounted for current. In many cases rates show an improvement on values last reported, and the market generally closes firm. Bar silver in London is to-day quoted at 244.1, and sterling T.T. at 1/9. The T.T. rate on Shanghai is unchanged at 75.1.

BANKS.—Hongkong and Shanghai have been in much favour, and a considerable business has been booked at 1770 and 1772, the market closing with small buyers at the former rate. London is unchanged during the intervals at 230. Nationals continue in request at 251.

MARINE INSURANCES.—Unions have advanced under an unsatisfied demand, and after sales at 3760 and 3765 can probably be placed now at 3770. China Traders and Yangtze are unchanged, but North China have improved locally to 11.82 buyers. Cantons remain on offer at 215.1. FIRE INSURANCES.—Hongkong have been done at the improved rate of 35.20, and more shares can be placed. Chinas after a sale from the North at 393 are wanted to a small extent at 393.1.

SHIPPING.—Hongkong, Canton and Macao are reported at 323.1 and 323.1, market closing firm with buyers at the higher rate. Star Ferries (new) have been booked at 8.5, and Shell Transports at the advanced rate of 45s. There are sellers of Douglases at 337.

EXCHANGES.—Quotations are unchanged and there is little business to report.

MINING.—Ranks have been booked at 77.1 at which there are further sellers. Chinese Engineering are in request at 11.16.1.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks are weak with sellers at 396; and Shanghai Docks at 11.84 in the north. Hongkong & Kowloon Godowns have again been done at 8.9, and are wanted. There are sellers in the North of Hongkong Wharves at 11.10.1.

LANDS, HOUSES AND BUILDINGS.—The only business to report in the section is a small sale of Humphreys' Estates at 39.1. Other quotations are unchanged.

COTTON MILLS.—Yams have declined to 11.58 and Internationals to 11.52. Hongkong are steady but without reported business at 11.1.

MISCELLANEOUS.—Dairy Farms have been booked at 20 and are wanted. (Caneals have been the medium of a fair business at 30, and more shares can probably be placed at the rate. Electricians have improved to 318, and Ropes to 325, both with buyers. China Provident continue in request at 39.1, but no shares are procurable under 39.1.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 18th at 11.55 a.m.—The barometer has risen considerably in Jap n, and falls slightly over N. China.

Press here has a tendency to give away also over the Philippines.

The lowest pressures are over Manchuria in the North, and over the S. part of the China Sea and the S. coast of the Philippines in the South. It is highest over E. Japan.

Moderate N.E. winds may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

	N.E. and E. winds, moderate.
Hongkong & Neighbourhood	Same as N.E. and E. winds, moderate.
Formosa Channel	Same as N.E. and E. winds, moderate.
South coast of China between Hongkong and Lintao	Same as N.E. and E. winds, moderate.
South coast of China between Hongkong and Hainan	Same as N.E. and E. winds, moderate.

As your teeth
are wanted to last
—for years to come—
begin now to use

Calvert's
Tooth Powder

However perfect your teeth may naturally be, they still require, and will well repay, the slight trouble and the short time you should daily give to their care.

The regular use of Calvert's Carbolic Tooth Powder ensures a complete antiseptic cleansing, helps the toothbrush to do its work easily, pleasantly, and thoroughly, and thus assists your own efforts towards keeping the teeth in the best possible condition.

Sold by local Chemists and Grocers, F. C. Calvert & Co., Manchester, Eng.

MAKES THE SKIN
SOFT &
VELVET
REMOVES
ROUGHNESS
KEEPS THE SKIN
SOFT, SMOOTH, AND WHITE
ALL THE YEAR ROUND.

Farola

DELICIOUS COOLING & REFRESHING
DRINK
Bottled at 1/12 and 2/6 each
M. BEETHAM & SON, Cheltenham

LEA and PERRINS' SAUCE



Assists digestion and gives a delightful piquancy and flavour to all

MEAT DISHES, SOUPS, FISH, CHEESE, CURRIES, GAME, POULTRY & SALADS.

The Original & Genuine Worcestershire.



PREMIUM BONDS

WE are the largest Dealers in the world in these attractive securities.

WHAT ARE THESE BONDS?

They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodical drawings, either with Cash Premiums varying from £40 to £40,000, or, at the very least, at their full nominal value.

EASY PAYMENTS.

We sell these Bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Instalments ranging from 15s. to £20.

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BOVRIL

should be in every home as well as in every hospital.

When you are worried and cannot eat well nor sleep well, you will find a great help in BOVRIL.

BEWARE OF CHEAP IMITATIONS.

By Royal Warrant to His Majesty the King.

SHACKELL'S "SEAL" RED PRINTING INK

IS ABSOLUTELY THE BRIGHTEST RED ON THE MARKET

SAMPLE GRATIS

SHACKELL EDWARDS & CO., LTD.

PRINTING INK MAKERS.

ESTABLISHED 1783.

HEAD OFFICE:—5, RED LION PASSAGE, FLEET STREET, LONDON, E.C. Hongkong, 16th October, 1907.



BORDEN'S "GOLD SEAL" CONDENSED MILK

MADE by the ORIGINATORS OF CONDENSED MILK who for 50 YEARS have devoted all their energies to the production of the HIGHEST QUALITY

SANITARY MILK in which GAIL BORDEN was the Pioneer. A fact worthy of your consideration

Stand Supreme for PURITY, RICHNESS AND FLAVOUR. WARRANTED

TO KEEP LONGER THAN MILK OF ANY OTHER MANUFACTURE.

CONNELL BROS. COMPANY.

Sole Importers.

Hongkong, 21st August, 1909.

1083

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FROM	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	MALTA	Noon, 19th Sept.	See Special of Call
SHANGHAI, MOJI, KOBE, SUMATRA		About 26th Sept.	Freight and Passage
and YOKOHAMA			

For further Particulars, apply to

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 18th September, 1908.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
AMOY, NINGPO and SHANGHAI	"YINGHONG"	On 19th Sept., 4 P.M.
CEBU and ILOILO	"KAIFONG"	On 19th Sept., 9 A.M.
HOIHOW, FAKHOI and HAIPHONG	"SINGAN"	On 21st Sept., 10 A.M.
MANILA	"FEAN"	On 22nd Sept., 4 P.M.
CHIEFOO and TIENTSIN	"KUEICHOW"	On 24th Sept., 4 P.M.

MANILA ZAMBOANGA, THUS, DAY ISLAND, COCKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light-throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light-throughout and Electric Fans in the Staterooms and Dining Saloon. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
Hongkong, 19th September, 1908.BUTTERFIELD & SWIRE,
AGENTS.

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea, and Baltic Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, TIENTSIN & TIENTSIN. S.S. LIBERIA ... 21st Sept.	FOR HAVRE & HAMBURG: S.S. AMBRIA ... 20th Sept.
FOR SHANGHAI, YOKOHAMA & KOBE. S.S. SAMBIA ... 2nd Oct.	FOR ALEXANDRIA, ANTWERP & HAMBURG: S.S. SPEZIA ... About 29th Sept.
S.S. BENGAMBA ... 15th Oct.	FOR HAVRE & HAMBURG: S.S. BRASIA ... 4th Oct.
S.S. SITHONIA ... 23rd Oct.	S.S. SILEBIA ... 18th Oct.
S.S. SCANDIA ... 1st Nov.	S.S. SAMBIA ... 31st Oct.
S.S. BRISGAVI ... 15th Nov.	
S.S. DORTMUND ... 23rd Nov.	

For NEW YORK ... S.S. VANDALIA ... On 25th September.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI VIA SWATOW	"HANGSANG"	Sunday, 20th Sept., D'light
TIENTSIN VIA SWATOW	"CHIPSING"	Monday, 21st Sept., Noon
TSINGTAI, WEIHAIWEI & CHEFOO	"YATSHING"	Wedday, 23rd Sept., 4 P.M.
SEANGHAI	"LOONGSANG"	Friday, 25th Sept., 4 P.M.
MANILA	"KUTSANG"	Friday, 2nd Oct., Noon
SENGHAI, YOKOHAMA, KOBE & MOJI	"YUENSANG"	Friday, 2nd Oct., 4 P.M.
MANILA	"NAMSANG"	Friday, 8th Oct., 1 P.M.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Friday, 8th Oct., 1 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "KUTSANG", "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Nanchang.

Telephone No. 61

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd.,

Hongkong, 19th September, 1908.

GENERAL MANAGERS.

OSAKA SHOSEN KAISHA

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION

FOR	THE CO.'S S.S.	LEAVING
TAMSUI VIA SWATOW	"JOSHIN MARU"	SUNDAY, 20th Sept., at 10 A.M.
AMOY	"SHOSHU MARU"	WEDDAY, 30th Sept., at 10 A.M.
ANPING VIA SWATOW	"SHOSHU MARU"	WEDDAY, 30th Sept., at 10 A.M.
AMOY		

A Reduction of 20 Per Cent. will be made on First and Second Class Fares to Foochow, until further Notice.

These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Amidships. Unrivaled Table.

Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1 Queen's Buildings.

Hongkong, 19th September, 1908.

T. ARIMA, Manager.

CHARGEURS REUNIS

FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

OUTWARD via Suez—Antwerp, Dunkirk, La Pallice, Marseilles, Genoa, Naples, Colombo, Singapore, Hongkong, Chinwantao, (Peking Tientsin), Kobe, Yokohama, GENOA to HONGKONG in 30 DAYS.
NAPLES to HONGKONG in 29 DAYS.
Unique Opportunity to make a Tour in North China and Japan with Great Speed, Safety and Comfort.

TRANSPACIFIC—Victoria (B.C.), Vancouver, Seattle, San Francisco.

CONNECTING WITH CANADIAN PACIFIC RAILWAY.

Freight to Overland

Passengers to Overland and Europe } via Vancouver

YOKOHAMA to VANCOUVER 13 DAYS

YOKOHAMA to LONDON and PARIS 26 DAYS

HOMEWARD via MAGELLAN STRAITS—Mexico, River Plate, Brazil, La Pallice, Liverpool.

PROPOSED SAILINGS:

= QUESSANT ... 19th Sept. = CEYLAN ... 28th Nov.

+ AMIRAL OLEY ... 12th Oct. = CORSE ... 11th Jan. 09

= New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, Splendidly equipped with single berth Cabins.

+ Intermediate Class and Rates of Passage. All Round the World Tickets by these boats.

For Further Particulars, apply to—

P. NALIN, ACTING AGENT,
FRENCH MAIL OFFICE.

Hongkong, 18th September, 1908.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila	On 19th Sept., Noon.
ZAFIRO	2540	R. Rodger	Manila	On 20th Sept., Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 13th September, 1908.

EAST ASIATIC CO., LD., COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK. SWEDISH EAST ASIATIC CO., LD., GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.

For Further Particulars, apply to—

MELOHERS & CO.,
AGENTS.

Hongkong, 7th September, 1908.

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES 1908.
MARSHALLS, LONDON and ANTWERP, via SINGAPORE.	TAMBA MARU Capt. C. H. Butler, Tons 6131	WED'DAY, 30th Sept., at Daylight
PORE, PENANG & COLOMBO, via SINGAPORE.	INABA MARU Capt. Wm. Bai Bridge, Tons 6189	WED'DAY, 14th Oct., at Daylight
VICTORIA, B.C. and SEATTLE, via SHANGHAI.	S. SHINANO MARU Capt. J. Nagao, Tons 5823	Sat., at 4 P.M.
MOJI, KOBE, YOKKAICHI, and YOKOHAMA.	S. SHINANO MARU Capt. K. Kawano, Tons 5823	TUESDAY, 13th Oct., at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY.	NIKKO MARU Capt. T. Harrison, Tons 5559	FRIDAY, 2nd Oct., at Noon
ISLAND, TOWNSVILLE, and BRISBANE.	KUMANO MARU Capt. M. Mathieson, Tons 5076	FRIDAY, 30th Oct., at Noon
SHANGHAI and KOBE.	YETORU MARU Capt. K. Sato, Tons 4165	TUESDAY, 22nd Sept., at Noon
NAGASAKI, KOBE and YOKOHAMA.	KUMANO MARU Capt. N. Mathieson, Tons 5076	WED'DAY, 30th Sept., at Noon

Fitted with Marconi's System of Wireless Telegraphy.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong 19th September, 1908.

T. KUSUMOTO,
MANAGER.

THOS. COOK & SON, TOURIST STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

HEAD OFFICE: LUDGATE CHURCH LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-

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TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

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Japan Office: 14, WATER STREET, YOKOHAMA.

SOUTH MANCHURIA RAILWAY CO.

SHORTEST & QUICKEST ROUTE TO EUROPE

IN 16 DAYS FROM SHANGHAI TO LONDON

VIA DAIREN (DALY).

STEAMSHIP SERVICE—Regular Direct Weekly Service by the fast Passenger Steamer "Kobe Maru" (2877 tons) sailing from Dairen every Monday and from Shanghai every Friday, in connection with the South-Manchurian Express and Trans-Siberian Route (International Train de Laxe).

MAIN RAILWAY LINE—Tri-Weekly Express Service from Dairen to Kwanohung (in connection with Siberian Express trains at Harbin) by a train composed of excellently equipped Sleeping and Dining Cars expressly built for the Company by the Pullman Car Co. (This Service is available after middle of September, 1908)

BRANCH RAILWAY LINES—

RYOJUN LINE—For Ryojun (Port Arthur), 2 hours from Dairen.

YANGKOU LINE—For Yangkou (Newchang), 3 hours from Tashihua Junction.

FUSHUN LINE—For the famous Fushun Collieries from Suchiatun Junction.

ANTUNG-HAIEN LINE—A light railway from Mukden to Antung-Haien connecting with the Korean Government Railway.

RAILWAY HOTELS—"YAMATO" HOTELS (Tel. Add. "YAMATO").

At DAIREN (Daly), PORT ARTHUR and KWANCHENGZU, and also very shortly at MUKDEN, all managed by the Company and provided with every convenience, luxury, and comfort.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.

Tel. Add. "MANTESSU." Codes: A.B.C., 5th Ed., A.I. and Lieber's. 1903

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SHIPPING IN PORT.

STEAMERS.

ABANA, British str., 2,578, A. Bowden, 26th

Aug.—New York 28th June, Petroleum—

Standard Oil Co.

ALSAACRAIG, British str., 2,168, A. D. Moody,

30th August—Barry Dock 14th July, Coal

—Navy Department.

ALDERHAM, British str., 2,808, St. John George,

17th September—Yokohama, Kobe and

Moji 18th Sept., General—Gibbs, Living-

ston & Co.

ANKUR, British str., 1,350, Plankett Cole, 15th

September—Moji 10th September, Coal—

Shewan, Tomes & Co.

CHIFFING, British str., 1,199, F. Mooney, 12th

Sept.—Tientsin via Chefoo and Weihaiwei

4th Sept., General—Jardine, Matheson &

Co.

CHITVEN, Chinese str., 1,171, C. Stewart, 12th

September—Shanghai 9th Sept., General—

Chinese.

CHOWAT, German str., 1,115, W. Mallermann,

10th Sept.—Bangkok 8th September, Rice

and Wood—Melchers & Co.

DERWENT, British str., 1,562, J. Jenkins, 16th

September—Saigon 12th Sept., General—

Chinese.

EMPRESS OF CHINA, British str., 3,046, R.

Archibald, 17th September—Vancouver,

B.C. 20th Aug. and Shanghai 14th Sept.,

Mails and General—C.P. & Co.

FIVESTAR, British str., 1,134, S. White, 14th

Sept.—Penang 3rd Aug., General—Order

Fookchow, British str., 1,228, French, 17th Spt.

—Shanghai 13th Sept., General—Butter-

field & Swire.

GERARDY APON, British str., 2,961, S. H.

SIR ROBERT W. B. JARDINE
THE CAREER OF AN ALL-ROUND SPORTSMAN.

[BY ARTHUR F. METEICH IN THE "RACING WORLD"]

In modern history of racing—and by that the last half century is inferred—I do not think of the name of Jardine. It was in looking over the past records, almost on the eve of the time-honoured meeting at York, that the thought entered my mind that this was a fitting opportunity for a biography and portrait of the present and second baronet.

HIS LIFE IN THE SIXTIES.

Born January 1, 1861, the subject of this notice was only five years of age when his father—senior partner in the firm of Jardine, Matheson, and Co., very prominent of China merchants—registered a "dark blue and silver braid" in the "Racing Calendar," and then raced under the assumed name of "Mr. Johnston." The father's start on the turf was a great acquisition in the Sixties, and it is pleasing to know that the path so long and honourably trodden by the sire is now pursued by the son.

BUYING OF BLOODSTOCK.

The outlay in 1862 of the father in bloodstock was perhaps not quite so extensive as that of the subject of this biography, who made himself so prominent since he had in 1905 succeeded to the title. Such prices did not rule so high in the Sixties as they are now, but a pretty good stud was got together, and "Roses to Come" of 1863 not only shows a patronage of the Derby, Oaks, and St. Leger, but a strong desire to generally support the northern side of racing. Ancient York, of course, was not left out in the cold. "Mr. Johnston" in 1863 had four nominations in the Breckers' Convivial Stakes and half-a-dozen in the Great Yorkshire Stakes. None of them, however, ran. But further of the "Blue and Silver Braid" at York.

The initial efforts of Sir Robert Jardine's father, like that of the son, were not very encouraging, for our records of racing north and south tell of anything but speedy returns in the first three years.

The turn in the tide of affairs for the father came in the summer of 1866, when Rocco won the Northumberland Plate, and a month or so afterwards the Yorkshire Oaks, on the Knaves, sire, fell to Lady Vane (a daughter of Bunsby), who won several races that season under the "dark blue and silver" livery. The victory of Lady Vane, however, was nothing like so enthusiastically received as that of 1867, when Mandrake took the Great Ebor Handicap. It is a little curious to note of the placed candidates in that race that Bunsby was only a head behind Mandrake, and Lady Vane in the Yorkshire Oaks only disposed of Squire Heathcote's mare by a neck and half a length. Quick March splitting the pair. It was grand race, were Mandrake's Ebor, Beesley Beesley, there were Gomers (third), Challenge (fourth), Dalby, Bradamand, Transire Trove, Goodwood, Fair Wind, Portland, Beesley of the others behind—names which indeed would great handicappers victories scored in the Sixties. Much as the elder Tom Dawson thought of Mr. Johnston's first important handicap of Rocco, on the Old Moor at Newcastle, it was knocked into the proverbial "cooked hat" by Mandrake's 1867 Ebor. York can, therefore, justly claim, at least for class, the first greatest triumph "neath these yew popular colours."

IN LATER YEARS.

In later years, too, the Knaves were also a heavy hunter to the late Baronet. In addition to Privater and Border Minster, scoring two years in succession (1882 and 1883) in the Great Northern in the spring, the autumn triumphs are further recalled by Lanthony, at a wide interval, following in the footsteps of Mandrake, and there are pleasant Great Yorkshire Stakes recollections of Ishmael (1881) and Brindale (1885) and twice did the late Baronet score the now famous York Cup—first in 1861 with Mercury and in 1861 with Heath Bird.

TWO GIMRACKS.

Nor is the old-fashioned Gimrack without Sir Robert's name, as he won it with the subsequent Guinness-winner, Bothwell, in 1870, and ten years later with Simmel. A Gimrack speech was then not in vogue, but Bothwell was not the first classic to win in that event, for both Blink Bonny and Thorndyke had scored previously.

THE "BLUE AND SILVER" AND THE "ROSES TO COME."

It is just three years since the present Baronet (the eldest son) came into the title and estates. With his high-priced yearlings, he, of course, like his father, liberally subscribed to the principal three-year-old events; but as yet, unfortunately, no success has attended his endeavours to recall the deeds of Bothwell or the 1859 days of Pretender, when John Osborne defeated the roaring Bullerum in the Two Thousand Guineas, and the same colt just secured the Derby a head in advance of Wells on Pero Gomez—the most notable days of the colours.

CORFIELD AND THE KING.

In the three years the colours have belonged to the present Baronet, if not successful, to say the least of it, he has made more than one effort, for William Griggs put on the cap and jacket last year to ride Corfield in the One Thousand Guineas and Oaks, while in the Two Thousand Guineas this spring the same colt had a leg-up on Sir Robert. Both colt and filly are still in training, and have no opponents, but Sea King ran so moderately this week at Stockton that a victory at present seems somewhat out of the question.

SIR ROBERT'S HIGH-PRICED PURCHASES.

Corfield is a four-year-old filly by Isinglass out of Landrail, and one of Sir R. Jardine's high-priced yearlings. He gave 1,700 guineas for her, and had Sea Air knocked down at 3,800 guineas to him. That was in 1905, and the guineas for Sea Air were paid that season were 1,450 guineas for Sea Air (by Sea King), with a filly foal by St. Fraguin, and covered by him again 1,500 guineas for Lady A. (by Rightaway), with a filly foal by William the Third, and covered by Gallinule; 1,650 guineas for a filly by Penimmon out of Dulcinea; 1,600 for a yearling colt by Penimmon out of Ellis Tweed; and 1,450 guineas for a still unnamed gelding by Volodyovski out of Estuary. Then, again, Sir Robert to either of the training establishments presided over by Mr. T. Waugh at Newmarket or his now well-known breeding stud at Halesland in Kent next added Baroness La Fleche (by Lady), with a filly foal by Melton, and covered by Henry the First, at 7,500 guineas; the yearling colt now called Guards Chapel (by Gallinule) out of Chapelle de For, at 2,100 guineas; while the sales of last year recall Carmel (by Sidus) out of La Figlia, a then two-year-old at 800 guineas, and a like price for a brown filly by Fortitude out of Darkie. When one comes to think all the above through, the start has indeed been a costly one.

I have not a complete list of Sir Robert Jardine's Halesland mares, foals, and yearlings before me, but at the commencement of the season he had some two and twenty horses in training at Newmarket, and they were as follows:

Marcomgram, ch. h. by Marco—Plotola, 3 yrs.
Cornfield, br. f. by Isinglass—Landrail, 4 yrs.
Br gelding by Volodyovski—Estuary, 4 yrs.
Sea King, ch. h. by Penimmon—Sea Air, 3 yrs.
Carrier Egon, br. c. by Wildflower—The Message, 3 yrs.
Clarionet, br. c. by Gallinule—Clarion, 3 yrs.
Carmen, br. c. by Sidus—Da Figlia, 3 yrs.
Woodcut, ch. f. by Isinglass—Queenwood, 3 yrs.
Guards Chapel, br. g. by Gallinule—Chapelle de For, 3 yrs.

Re gelding by Amicus—Compton, 3 yrs.
Bay c. by Cyllene—Lance Moyle, 2 yrs.
Bay colt by Flying Fox—Sea Air, 2 yrs.
Bay colt by Gallinule—Lady A, 2 yrs.
Bay colt by Gallinule—Clarion, 2 yrs.
Bay colt by Mackintosh—Lady's Enchant, 2 yrs.
Bay filly by William Rufus—La Force, 2 yrs.
Ch filly by Francine—St. Marina, 2 yrs.
Bay filly by Melton—Baroness La Fleche, 2 yrs.
Bay filly by Fortitude—Darkie, 2 yrs.
Bay filly by Queen's Birthday—Brayers, 2 yrs.
Bay filly by Queen's Birthday—Lady Naima, 2 yrs.
Bay filly by Pietromaritzburg—Sweet Briar, 2 yrs.

With the exception of the last named there is little perpetuation of the future stock in the horses in training at Waugh's, who succeeded his father as trainer, but they are easily accounted for by the fact that the great associations of Tugill—either in Tom Dawson's or Fred Bates's time, or for the matter of that, at a later period, when the late John Dawson had ceased with them all—memory serves me correctly—but Sweetbriar, who was about one of the last to carry the old jacket.

Before he came into the title the present subject was not only well known to the turf, but Sir Robert's other broodmares, with the "chase or in the coming field also had made him most generally popular, and particularly so over the Border. Jardine and Lockwood are two names not to be easily separated. I present baronet hunted with the Dumfriesshire Hounds when quite a little boy; he became their master after he had left Cambridge, a place where he finished his education; after being four years at Eton.

AT ETON AND CAMBRIDGE.

At both schools Sir Robert Jardine is spoken of as playing plenty of cricket and football, and spending much time in the five courts. He, too, when leaving Cambridge in 1889 at once used the old colours. But his yearly returns before and since he succeeded his father are poor in the extreme, and the best of his winners, perhaps, were Lady Penance, Tar Brush, and Kummerbund.

AN ALL-ROUND SPORTSMAN.

Since 1868, however, he has found a place in the Jockey Club, but Sir Robert's name is not, in conspicuous by its absence among the members of the National Hunt Committee, although, when at Dumfriesshire, he, I hear, takes a deal of interest in the annual steeplechase held there. Two years ago he scored a very popular victory with one of his own hunters in a point-to-point. Then Sir Robert is a preserver of game as well as of foxes. He too, is an excellent shot, and, though he enjoys grouse-driving, it is said he prefers deer-stalking to the other sport. He also farms a good deal of land, and devotes much attention to the Galloway herd of cattle so well-known over the Border.

SIR ROBERT'S COUSINING.

Above mention has been made of Sir Robert being elected to the governing body of the turf, where he, as yet, has to make headway; but of his connection with the lease the same cannot be recorded. Although occurring in a shadow of that of the days when the late Sir Robert won the much-esteemed Waterloo of 1872 with Mariel, since the present Baronet came to the title he has played the old hand at home in the promotion of the sport at the Mid Annapolis Meeting and Corrie; he, too, yearly presents two cups, and has much improved the sport for his tenants' courting pleasures. He also is a prominent member of the National Coursing Club, of which a month or so ago he accepted office chairman of the committee, a post similar to that held by a Steward of the Jockey Club. At courting itself Sir Robert at Waterloo almost equalled the deeds of the late baronet. Since 1890 he has at least made two good show times in Plate and Purse, but two years ago his Long Span got into the Cup final, and, beating Glenbridge, scored a most enthusiastic and popular win.

FINIS.

And so ends the biography of this popular and excellent sportsman. Having seen forty summers, with his present good health an opportunity is all there to add to the good he has already done for sport generally. His politics do not come within the province of my pen, but it may interest my readers to know that in 1894 he married the daughter of the late Mr. Piercy, of Marshwell Hall, Wrexham.

CAUSE OF SLEEP.

NERVES DULLED BY MONOTONY.

According to Dr. Boris Sidis, in the current number of the "Journal of Abnormal Psychology," there is method in slumber. In an article on "Experimental Study of Sleep" he says that human beings are more creatures of habit and instinct than of reason and will, especially in the case of fundamental reactions such as the induction of sleep.

Almost everyone has a definite way of going to sleep. By far the great majority of right-handed people go to sleep on their right side, while left-handed people go to sleep on their left side. The reason for this is that to bring about a condition of rest and sleep we must have the conditions of monotony and limitation of voluntary movements, hence right-handed people, whose right side is more active in their waking moments, limit that side by lying on it during sleep, and vice versa with left-handed people.

Sleep is not so much due to the mere cutting off of sense impressions as to the monotony of sense impressions, which may even be intense and numerous. The point of intensity at which an external stimulus begins to affect a nerve is called the "stimulus threshold." If the action of the stimulus is kept up without variation this threshold point rises, and the nerve ceases to react to it. It is this phenomenon of monotony in the action of external stimuli which produces sleep.

In the course of our daily lives we are being continually affected by the stimuli of the external world. These stimuli, by their constant action, become more and more the threshold of reaction of our sensory nerves; they are thereby raised, and the individual falls asleep. The vital interests of his external being falling into the background of his consciousness. Supposing, however, that when an individual is just ready to fall asleep, a variation should occur in some of the stimuli, the threshold of their case is lowered again, and the individual, though asleep to all else, is awake in regard to them. It is in this partial waking state that dreams occur. We do not dream when we are asleep, we dream only when a part of our organism is awake.

THE SEA-SERPENT.

A FISHING EXPEDITION IN THE INTERESTS OF SCIENCE.

Below the thunders of the upper deep, Far, far beneath the abyssal sea, His ancient, dreamless, uninvaded sleep The Kraken sleeps; faintest sunlight flees Above his shadowy sides; above him swell Huge swarms of million growth and height And far away into the slaty light From many a wondrous grot and secret cell Unnumbered and enormous polyp Winnow with giant arms the slumbering green Have to hush him for ages, and will lie, Biting upon huge sea-worms in his sleep Until Then once by man and angel to be seen.

In roaring he shall rise and on the surface die. This is the season of our much-respected friend the sea serpent, and via America comes a charming, truthfully simple story of bold Norwegian scientists who have hunted themselves into a sea serpent fishing party. Either this month or next month, while the monsters of Tom Sawyer's "Abyssal Sea" are in season they will sail from a port in Northern Europe with simple but strong fishing tackle consisting of a three mile line and a hook, on which they will dangle a fat hog.

Nothing but the hardest luck will prevent them catching a fair specimen of the inhabitants of the under world.

IT IS THE BIGGEST THING OF ITS KIND IN THE HISTORY OF FISHING.

A powerful 5,000 tons steamer capable of sailing at 30 knots an hour will be chartered, on which will be placed a dozen live fat hogs, the fishing line which, as a measure of precaution, will be made of steel cable, an inch in thickness a fish-hook, and a camera.

The fish-hook will be of considerable interest to the sea serpents and krakens. It consists of five steel bars, which upon up like the ribs of an umbrella when the shark is pulled with a jerk. This composite hook, the bars of which weigh over a ton apiece, will be hooked in the interior of the fat pig, and with it will be a bomb. (In one fat pig—Eton.)

When the sea serpent has fairly disposed of the pig and is about to pick his teeth with one of the bars of the hook the bomb will explode in his stomach, causing considerable inconvenience.

SEVEN-TON HOOK THREE MILES DOWN.

The fishermen have been at great pains to perfect this bomb.

When the live pig is fully loaded with the seven-ton fish-hook and the bomb he will be gently lowered on the ship's steam windlass of vast power to a depth of three miles, where (except in August and September) all krakens and sea-serpents live all the year round. The heavily-weighted porker will, judging by all past experience of sea serpents, cause a flutter in the processes of Krakenland.

There is nothing which sea-serpents like better than pork. Very seldom does the stay-at-home-at-the-bottom-of-the-sea kraken get a chance of tasting pig; but the Norwegian scientists are perfectly convinced that no self-respecting sea-serpent will be able to restrain himself when he finds a (say) seven-ton hog dangling before his waiting gills. For the taste has been inherited, and it is only satisfied once in a dozen or a score generations.

When the inconvenient explosion has taken place inside the serpent's stomach, the small quantity of dynamite will generate a large hammer his defensive movements, and send him sailing upwards through the three miles of ocean to the surface and beyond like a monster ship.

AN EMBROIDERED EXPLOSION.

In case he should attempt to fly away a second bomb will be placed inside the fat hog, and this will be exploded in case of emergency from the deck of the ship, thus ensuring the capture of the sea serpent.

Great precautions will be taken to protect the fat pig, impaled on the hook as bait, from the attentions of smaller sea monsters. Steel and leather straps will hold him fast; and prevent him being nibbled away.

The ship for all important expedition is fitting out on the logs to render them luminous in the ocean depths. It is felt by the scientists that a self-luminous hog would stand a better chance of netting a sea serpent in the depths than would a blind hog. Artificial lighting is foredoomed to failure.

There are many authentic and unauthentic records of sea serpents seen and heard. But fishing for them is quite new, and should be popular.

PORTUGUESE AFFAIRS.

"THE DEEP-SEATED ORIGIN OF THE CONVULSIONS."

Count Buryay has broken silence, and in a letter which appears in the Journal de Commercio and the Diario de Noticias he gives what he states to be the essence of his speech delivered on August 4 at the general meeting of the Tobacco Company. The speech as now reported by Count Buryay is even more startling than the version originally published in the Seculo and cannot fail to have a serious sequel.

Recently the clerical "Portugal" said that every one was aware that the deep-seated origin of the convulsions through which Portugal had passed during recent years was the tobacco question. Shortly before the formation of his Government Senhor Buryay stated in the elective Chamber that the tobacco question, by reason of the difficulties which it presented of the suspicions in which it was involved, and of the great and profound disturbance which it had produced in Portuguese opinion, was for Portugal what the Dreyfus affair had been for France. It would appear from Count Buryay's letter that the Tobacco Company is destined to cause further commotions in Portugal.

Count Buryay prefaces the account of his speech with the statement that it is a faithful reproduction of the official notes of the stenographers. He repeats the assertion that the only fault with which the company can reproach itself is in having refused to satisfy the demands of those who wished to be paid for their silence and for refraining from competition. This, he said, was the great cause of the political struggle which had disintegrated parties and caused the King's death. It all arose over the question of the control of the tobacco monopoly, from every one's desire to fill his belly with responsibility he was aware that his words would be taken as his words implied. He was forced to speak in order that the shareholders might know the origin of the attacks upon the company which were daily appearing in foreign journals. He had no fear of publicity or of the Courts. There were documents to prove the truth of all he had said.

Count Buryay went on to say that he had documentary proof that he had been threatened with violence if he did not yield. The company had received a highly interesting letter from a person who promised to reduce the politicians and financiers to docility if he were paid for it. There were letters from persons who proposed that the company should pay half the rent to the State and the remainder to them. He was ready to prove all that he had said whenever proof was demanded by responsible persons.

AIRSHIPS OF THE FUTURE.

COMING INDUSTRY.

A notable book on flying machines has been written by Sir Hiram Maxim, and is expected to be published this month. It will contain 55,000 words, with more than 100 photographs and mechanical drawings. All the illustrations have been produced by the author himself.

"The book," said Sir Hiram Maxim, "is the result of twenty-five years observation and study, but it is not a text book. It has been written to read. Within two years from the present time," he said, "the flying machine industry will have reached a stage where capitalists will be willing to invest money."

Count Zeppelin will never succeed in making a practical airship on his present lines, and the military people at Aldershot are simply wasting their time. "When the publisher of my book asked me what I should say about Zeppelin, I retorted that I saw no reason why I should say anything about him at all. I told him that before the book was published the Zeppelin airship would have smashed itself up, and I seem to have been right."

"It is impossible for him, or the people at Aldershot, or any one else, to succeed so long as they stick to the balloon. The reason is obvious and incontrovertible. Anything on the balloon principle has to be lighter than air. It must, therefore, be extremely fragile, and is liable to be destroyed in any little gust of wind which may occur several times a day."

LIKE A JELLYFISH. It is just as impossible to navigate a balloon as a rolling and tumbling atmosphere, such as prevails almost everywhere, as it would be to get a jelly fish to swim across the rapids below Niagara Falls.

"Zeppelin is the cleverest balloon maker in the world—the Spencer—to help him, and they are making the embryos of the same material as that used for the Aldershot military airship—goldbeater's skin. Nulli Soundus was made of that material, and it was the best possible balloon that could be made. But with everything in its favour it was unable to return to its point of departure."

It came down at the Crystal Palace, and in the rain a few days afterwards the balloon and the ropes absorbed 400 lbs. of water. Its margin of lifting power was only 290 lbs., and consequently the balloon becomes 200 lbs. heavier than the corresponding volume of air, and was unable to rise.

While they were waiting to try it a gust of wind reduced it to a wreck. That will be the fate of the best balloon, whether it is Zeppelin's or any one's.

It is not business to advise the Aldershot people. Sir Hiram added, with a laugh. They will do, but go on experimenting with balloons until some one else makes a successful flying machine. The aeroplane is not the only possible principle, although the balloon is impossible. But the aeroplane offers the best line of advance. It is the principle I adopted in my machine twelve years ago, when I succeeded in raising a ton from the ground; in addition to three men and the steam engine which I used to propel it.

EXPENSIVE EXPERIMENTS. I have spent a good deal of money on airship experiments, but I might make another now. In these days I had to depend on a heavy steam engine, whereas now they have motors. But the successful men have all gone on my principle, and the Wright brothers seem to have produced the best machine so far.

"You know, they come from Ohio," Sir Hiram added facetiously, "and in America they have a saying that some men are born rich, some are born lucky, and some are born in Ohio."

"Zeppelin will never produce a real flying machine," he declared emphatically. "If he makes one flight and gets back he will be lucky. In making ten-mile flights he I reckon that he stands one chance in three of making his machine come to the ground. It is even chances that he makes three flights and gets back. It is 2 to 1 that he wrecks it if he makes six flights. That is in calm weather. In rough weather it is a dead certainty that his machine will be broken up."

I have received thousands of letters from people all over the world, and each one has his particular plan. They are practically all wrong. They all begin where the ancients began, but when my book is out they will have no excuse for not going on the right lines. I have given all the necessary data. I have done an immense amount of experimenting and I have given the results of my experiments.

"I explain just how much weight an aeroplane will lift, and what amount of push is required to send it along. I show how to build the screws, and give diagrams correcting errors which have been made with regard to the way the air acts on the plane."

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Extreme Length... ..	523 feet.
Length on Blocks	513 "
Width of Entrance on Top ...	98 "
Width of Entrance on Bottom...	77 "
Water on Blocks at Spring Tide	64 1/2 "
DOCK No. 2.	
Extreme Length... ..	871 feet.
Length on Blocks	850 "
Width of Entrance on Top ...	90 "

3	Width of Entrances on Bottom.	53
5	Water on Blocks at Spring Tides.	22
10	PATENT SLEEP.	
15	Suitable for vessels up to 1,000	
20	THESE WORKS are well equipped with	
25	A LATEST PLANTS and APPLI-	
30	ANCES to undertake BUILDING or	
35	REPAIRING SHIPS, ENGINES, and	
40	BOILERS; and also ELECTRICAL	
45	WORK.	
50	A LARGE STOCK of MATERIALS!	
55	always kept on hand.	
60	THE COMPANY has the powerful steamer	
65	"OURA-MARU" (712 tons) 700 H.P.	
70	specially built for SALVAGE PURPOSES	
75	equipped with necessary gear. always ready	
80	for	

MAIL TABLES

FOR 1908.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their Destinations, as well as the dates of return Mails.

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On Sale at the Hongkong Daily Press	

Office,
 Hongkong, 17th January, 1908.

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